

**City of Austin (COA) Proposed CAMPO Transportation Alternatives Program  
Candidate Projects for Development**

*This is a draft list that will be narrowed upon further review of project feasibility and eligibility.*

Project	Sponsor	Total Cost (M)	Federal Funds Requested (M)	Local Match (M)	Match Source
Airport Boulevard Pedestrian and Bicycle Improvements	COA	\$4,830,000	\$4,025,000	\$805,000	Capital Metro quarter cent funds, per Resolution 20141211-127
Pedestrian Safety Enhancements: City-wide.	COA	\$2,760,000	\$2,300,000	\$460,000	Public Works Department (\$314,600) + Austin Transportation Department (\$145,400)
MoPac Bridge	COA	\$175,000	\$1,500,000	\$345,000	2012 Bond Funding
Upper Boggy Creek Trail	COA	\$1,840,000	\$1,600,000	\$368,000	2012 Bond Funding
Bike Share Expansion	COA	\$1,250,000	\$1,000,000	\$230,000	Private match by Bike Share of Austin
Burnet Road at 2222/Koenig Pedestrian and Bicycle Improvements	COA	\$1,380,000	\$1,173,000	\$276,000	2012 Bond Funding

**Airport Boulevard Pedestrian Improvements**

This project proposes to complete high priority missing sidewalk segments and install pedestrian hybrid-beacons (PHB) to increase pedestrian safety as called for in the Airport Boulevard Corridor Study completed in April of 2014.

### **Pedestrian Safety Enhancements City-Wide**

This project proposes to install three kinds of pedestrian safety devices at locations throughout the City. A pedestrian hybrid beacon (PHB) is a pedestrian-activated warning device. The pedestrian hybrid beacon is a great intermediate option between the operational requirements and effects of a rectangular rapid flash beacon and a full pedestrian signal because it provides a positive stop control in areas without the high pedestrian traffic volumes that typically warrant the installation of a signal. There are approximately 20 feasible unfunded PHB locations throughout the City. The unfunded locations for improved pedestrian crossings have been requested through a variety of sources including adopted neighborhood plans and citizen requests. Proposed locations are then evaluated using 10 distinct criteria. Funding would also be used to provide sidewalks up to the PHB location as well as upgrade other signals with Pedestrian Countdown Timers and Accessible Pedestrian Signals.

### **MoPac Bridge**

The MoPac Bicycle and Pedestrian Bridge Project encompasses two miles of bicycle, pedestrian, and motor vehicle mobility improvements in the MoPac corridor from near Loop 360 to Southwest Parkway. Phase I includes a bicycle/pedestrian bridge over Barton Creek at MoPac. This project is a joint Federal, Regional, City of Austin, and State partnership project. The project is experiencing cost overruns. \$1.5 million in funding is needed to complete this project.

### **Upper Boggy Creek Trail**

This project proposes to construct an urban trail from just south of E. 12th Street to MLK Station. This project will serve multiple neighborhoods and users in the area. The trail will connect to the Sustainable Food Center community garden, a community space, and other active recreational uses as well as provide a direct connection to the MLK Metrorail station. This project is called for by the Rosewood Neighborhood Plan (2001), MLK TOD Station Area Plan, and is in an Imagine Austin Center.

### **Bike Share Expansion**

This project proposes a \$1 million total expansion of the original \$1,800,000 million bicycle share system for 18 additional stations. The proposed expansion would significantly expand the capacity of the bicycle share system to catch short trips and facilitate last mile transit connections and transfers in the downtown area. The public process for the launch of phase I of bicycle share identified high priorities for system expansion outside the area served by the original grant funding. Local match for this project is privately raised and the City's role would be grant administration and ownership of the new infrastructure, as was done for phase I.

### **Burnet Road at 2222/Koenig Pedestrian and Bicycle Improvements**

This project proposes to improve bicycle and pedestrian safety and mobility at the intersection of 2222/Koenig and Burnet as well as create an all ages and abilities east-west bicycle connection. Project includes protected bicycle lanes on Wyona connected to Romeria via a trail segment along the Lamar Middle School property, improved bicycle and pedestrian crossings at Romeria, and pedestrian crossing and streetscape improvements at 2222 and Burnet.